

In the Specification

Amend the specification as follows:

Amend paragraph [0039] as follows:

[0039] Fig. 4 is a front elevational view of the split charge air cooler portions of the heat exchanger package of Fig. 2, without the radiator portions, and showing cooling fins over only a portion of the tubes of the core.

Amend paragraph [0040] as follows:

[0040] Fig. 5 is a front elevational view of the split radiator portions of the heat exchanger package of Fig. 2, without the charge air cooler portions, and showing cooling fins over only a portion of the tubes of the core.

Amend paragraph [0062] as follows:

[0062] Fig. 7 depicts another embodiment 20' of the present invention which is structurally identical to the previous embodiment, with the difference being that the radiator and charge air cooling units are rotated 90°, so that the radiator and CAC units are horizontally separated. As before, manifolds 24a, 24b, 24c, 24d of radiator units 21 and 22 may be oriented in the same direction as manifolds 34a, 34b, 34c, 34d of CAC units 30 and 32. In this embodiment, all of the manifolds of the radiator and charge air cooler units are vertically oriented and horizontally spaced and, consequently, the fluid flow through the now horizontal tubes within the cores of the respective radiator and charge air cooler units is now horizontal. However, the performance of the heat exchanger package in the

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embodiment of Figs 7 is the substantially the same as that in the embodiment of Figs. 2-6 since the charge air cooler tubes are as short and as numerous as possible given that the horizontal width of the each charge air cooler unit is less than its vertical height.

Amend paragraph [0065] as follows:

[0065] As shown in Fig. 6, the operational flow of fluid to be cooled is such that the initially hot engine coolant 40 is received in manifold 24a of radiator unit 22 and cooled as it passes 42 through radiator core 26a, given that ambient air 46 is at a lower temperature than the incoming engine coolant 40. The partially cooled engine coolant is then transferred 44 from manifold 24b to manifold 24c of radiator unit 32, where it passes ~~46~~ 45 through radiator core 26b and manifold 24d, and out 48 to return to the engine at a cooler temperature. Incoming compressed charge air 50 is normally at a higher temperature than the incoming engine coolant, and is initially passed through upper charge air cooler unit 30. This heated charge air flows through core 37a and is then cooled by air 46, after that air passes through and is heated by radiator upper core 26a of radiator unit 21. The partially cooled compressed charge air 54 then passes from lower manifold 34b to upper manifold 34c of lower CAC unit 32. CAC unit 32 is in front of radiator lower unit 22 with respect to the cooling air flow, and as the charge air 56 passes downward through core 37b, it is cooled by the fresh ambient air before it passes out through manifold 34d of CAC unit 32 as cooled compressed air 58, which is then routed to the air intake manifold of the engine.